

**Minutes of the Meeting
November 20, 1997**

Projects Reviewed

Football Northwest
RTA
Street Vacations
WSCTC Expansion

Convened: 8:00 am

Adjourned: 4:00pm

Commissioners Present

Barbara Swift, Chair
Moe Batra
Carolyn Darwish
Gail Dubrow
Robert Foley
Gerald Hansmire
Rick Sundberg

Staff Present

Marcia Wagoner
Peter Aylsworth
Rebecca Walls

112097.1 Project: **Football Northwest**
 Phase: Briefing
 Presenters: Bob Collier, First & Goal Inc.
 David Murphy, Ellerbe Becket
 James Poulson, Ellerbe Becket
 John Poston, Ellerbe Becket
 George Loschky, LMN Architects
 Tom Burgess, LMN Architects
 Steve Pearce, Office of Management and Planning
 Scott Kemp, Department of Construction and Land Use
 Time: 1 hr. (hourly)

The new football stadium project is still in the EIS process and is wrapping up the schematic design phase. The project has three major elements; the exhibition space, the stadium, and the north lot development. The exhibition space forms a link between the baseball and football stadiums. It has approximately 325,000 square feet of gross area and approximately 300,000 square feet of exhibition space. The concourse level of the stadium extends into the exhibition space to connect the two buildings. The entry court along Occidental Avenue is formed by the west facade stepping back to the north. The materials will be masonry with metal components. The east side of the building will be multi-level parking.

The stadium is open to the air with natural grass turf. A grand, monumental entrance will be on the north side with an entry plaza. The north side of the stadium will not have upper deck seating to allow views of the city from inside. The south end is also lower to allow sunlight into the stadium. The design team used the Husky Stadium as basis achieving an intimate space within a large stadium. The upper level is cantilevered over the club seating and private boxes in order to bring it closer to the field. The exterior of the stadium is organized by an 85 foot high base with a concourse level on top and the steel frame of the upper levels rising out of the base. The base facade is divided by pilasters, floor spandrels, and a large cornice at the concourse level. A large secure space is located along Occidental avenue for temporary storage and as an exhibition space for large items. This large, enclosed open area extends the exhibition space around the stadium to the north entry.

Service access for both new buildings will be located on the east side along the railroad. This is not a primary public entrance and the facade can therefore be of a scale commensurate with the nearby freeways and railroad cars.

The time frame for this project begins with constructing the exhibition space at the south end of the site in the fall of 1998 through late 1999. Then the Kingdome will be demolished in 2000. Stadium construction will follow and should open in 2002.

Discussion:

Dubrow: Do you have any elevations of the exterior?

Poulson: They are not developed yet.

Swift: Do you have a set of urban design guidelines?

Murphy: The 85 foot concourse sets a strong base relating to the urban context. The upper seating comes out of that base. The base materials will be brick and concrete with painted steel for the upper seating levels. The base concourse will have a similar fenestration pattern as that in Pioneer Square, vertical pilasters separated by recessed spandrels. A strong cornice line at 85 feet high caps the pilasters. The north and south facades will be pre-cast concrete and brick with stone accents.

- Poulson:** In terms of urban design, we recognize the context of the area and are trying to respond to it and the variety of access routes to the area, freeways, intermodel access at King Street and Union Stations. We are also developing views to the water and ferries from the concourse level on the West Side, and views to the mountains on the East Side. Developing an infrastructure to the water is also important.
- Murphy:** This stadium is not intended to be sentimental, looking back to the glory days of early football. It will be traditional in elevation, but with a heroic monumentality.
- Swift:** It is still a big object.
- Murphy:** This building could not be characterized as sentimental. The east side has a potentially different scale than the west side. It will not be a primary public entrance and should therefore respond to the scale of the surrounding freeways, railroad, as well as its primary function as a service entrance area.
- Darwish:** I understand the external views from the stadium, but wonder what the internal views into the stadium are.
- Poulson:** It will be visible from downtown high-rise buildings. In a broader context it will be visible all over the nation on television. It will help to create a sense of identity for Seattle in that people will see the city as well as a sporting event on television.
- Murphy:** Views from the concourse levels will be the mountains on the east and the water on the west.
- Swift:** I assume that the Design Guidelines for the project are being produced in the EIS process. Is that correct? Have you considered the impact construction activity will have on the adjacent property? Are you using similar pedestrian guidelines as the baseball stadium used?
- Poulson:** There are no written Design Guidelines at this time.
- Collier:** We are in the most expansive EIS process possible. We are working with neighborhood groups to evaluate their needs and have given each surrounding neighborhood funds to hire a consultant. We have also allocated \$10 million dollars for mitigation, out of which the EIS costs will be deducted.
- Swift:** Developing the guidelines early may actually help in reaching agreements on budget items and other things.
- Dubrow:** The placement of the major pieces seems to make sense. Without any principles or guidelines there is no basis on which to evaluate them. I would also like to know what the driving principles for this project are. Elevations would also be very helpful in understanding the scale and materials. In plan the project seems very well organized in terms of entrances, transportation, and general layout.
- Murphy:** It is really important for us to get the pieces in the right places at this early stage.
- Dubrow:** I want to emphasize the importance of the building's contextual fit. It is hard to evaluate how it works without elevations.
- Sundberg:** I am also interested in the context. I would like to see elevations showing both stadium facades.
- Collier:** Most of those issues are addressed in the EIS.
- Sundberg:** How high is the exhibition space.
- Loschky:** They would like it to be 40 feet from floor to ceiling. The massing will step down toward Occidental Ave.
- Foley:** Are street improvements on Occidental part of your plan?
- Collier:** The sidewalk will be widened to 37 feet. We are talking with the baseball stadium about their pedestrian improvement plan. We fully expect to take care of some of the pedestrian improvements considered in the EIS.
- Pearce:** The City worked with the baseball stadium and had to make certain assumptions.

- Given the uncertainty of this project at the time, we couldn't make final decisions.
- Hansmire:** I am happy to see the north end as possible development. I think it is a nice gesture to the City and it has the ability to tie the stadium to the Pioneer Square area. The pedestrian improvements along Occidental Ave. need to be looked at with both stadiums and with neighborhood groups.
- Batra:** I am concerned about the ADA access to the upper seats. If a handicapped person can't afford to sit anywhere else, how will they get up there?
- Murphy:** It will be a more gradual slope than now exists in the Kingdome. Due to the bowl shape of the stadium, the top seats only occur in the center three sections at mid-field.
- Poulson:** It will be one of the most accessible stadiums in the world.
- Foley:** I like the idea of a vertical scoreboard. I hope that the exterior of it doesn't become a billboard.
- Murphy:** It would only function as a billboard for the stadium. It will be designed as a sculpted piece from the exterior.
- Dubrow:** In what way does it face out into the neighborhood? It could be a preview into the stadium, maybe showing the scores out to the community. What are the public art requirements?
- Collier:** Paul Allen supports art and we plan to develop a public art component.
- Swift:** Seattle is known for its public art.
- Collier:** We have asked the architects to find opportunities for public art in the project. We appreciate your comments. I think they are a good test for the kinds of questions we will get in the future.
- Swift:** The Commission is comfortable with incremental discussions. I would also urge the development of written urban design principles and guidelines.

ACTION: The Commission appreciates the presentation. The Commission supports the movement of the exhibition hall to the south of the stadium and supports the development of mixed-use buildings with market-rate housing north of the stadium. The Commission recommends the development of Urban Design Guidelines and would like to see elevations in the next presentation.

112097.2	Project:	RTA
	Phase:	Briefing on Involvement Opportunities
	Presenters:	Jared Smith, Office of Management and Planning Cheryl Cronander, Department of Neighborhoods
	Attendees:	Denni Shefrin, Department of Construction and Land Use Mary Catherine Snyder, Office of Management and Planning
	Time:	1.5 hr. (N/C)

The Regional Transit Authority for this area has been renamed Sound Transit. There are three transit categories, light rail (Link), commuter rail (Sounder), and HOV (Express). The Commuter rail section, connecting Everett and Tacoma with Seattle, is currently in the EIS process and service should begin in 2000. King Street station will be the hub in Seattle. Light rail is Seattle's largest investment. It will run south through the Rainier Valley, through the existing downtown tunnel, through a new tunnel under Capitol Hill to the University District. There is a possibility of extending it clear to Northgate as well. Construction on the light rail will occur between 2001 and 2003, with service beginning in 2004 to 2005. There will be an integrated fare system for the entire transit

system.

There are upcoming scoping meetings for the light rail system. The City's role in this project three-fold; the mayor and some City Council members are on the Sound Transit board the City is working with Neighborhood Planning opportunities, and City Department coordination with Sound Transit is developing a good working relationship. The City is laying the foundation for ongoing community partnership with Sound Transit and encouraging community involvement through the scoping process. Many of the important issues will be decided in the first six months through this scoping process.

Discussion:

- Darwish:** How will transit access West Seattle?
- Smith:** There will be a new Metro bus route through West Seattle using the freeway. The City is interested in redeploying transit freed up with the new system to other areas
- Dubrow:** How will the design be handled? Will consultant selection be station specific? Will the Urban Design principles be applied to specific stations or to the route as a whole?
- Smith:** A design team has already been selected to carry the project to 30% of entire light rail and the Tacoma section. They are precluded from segment design. The City will be responsible for what happens around the specific stations. The state will handle what lies within the building footprint, with the City's influence through permitting.
- Swift:** The City ought to be concerned with this large snake through the City and subsequent grade separations.
- Smith:** We have been discussing with the public various alignment choices—vertical or horizontal. The cost estimates used an aerial configuration. The public also had some equity issues in terms of tunnel vs. aerial layouts. There was some consensus for at-grade facilities due to the possibility of more interactive facilities. With at-grade stations, people would be passing through neighborhoods rather than over them. Access issues are also lessened with at-grade stations.
- Wagoner:** Did these discussions displace earlier equity issues?
- Smith:** Yes. We tried to put those issues aside and work on the best solution for each area. The overall result should vary according to individual area issues. The aerial, grade, and tunnel configurations are not set in stone.
- Swift:** What is the process of getting community input about the fit of these stations into the neighborhoods. Are you using the neighborhood planning process?
- Smith:** Sound Transit is committed to working with all levels of the community, right down to the individual property owners. Even with the neighborhood planning groups involved, the City has to do a good job of getting input from the entire community.
- Swift:** Is it fair to say that when you are done with the EIS, all of these discussions will have to have been included in the negotiations.
- Smith:** We have shown on the timeline that the development of locally preferred options will be reported. There is a major emphasis on the commitment to address each person directly impacted.
- Swift:** What happens if the Sound Transit refuses to comply with the neighborhood preferred option?
- Smith:** The RTA Board has the ultimate say in locally preferred options. It is an 18 member board. Hopefully there is adequate representation for concurrence to occur. Politics and funding preclude one section from dictating the preferred option of another.
- Swift:** Seattle's issues at a regional level are connections and speed.
- Smith:** Yes. Station spacing will attempt to balance regional concerns.

- Cronander:** Some city groups ask why there aren't more stations, saying that the system isn't serving the immediate population but rather suburban populations.
- Dubrow:** The issue is who is not served well. A presentation of increased immediate connections, HOV type things would be helpful. The issue of these small connections to the rail is vital in getting support.
- Smith:** The City dilemma is a lack of control. King County Council is not committed to redeployment of surplus HOVs. The City is hoping for redeployment, but there is no commitment yet.
- Dubrow:** Is there a process of mobilizing citizens affected to gain leverage?
- Cronander:** The RTA puts the system in place, and the City deals with the station areas. It is an unusual partnership. The City is carving out territory in terms of its role in the process. Sometimes that role is a partner with RTA, and sometimes it is regulatory. We are organizing community involvement with graphics and presentations. We are including representatives from other work group teams. Community Involvement team feeds into all other work groups.
- Dubrow:** If you take the issue of connectivity, what are the next steps? Where are voids that might lead to more creative development? There are good examples and bad of rapid transit integration into a city fabric. The City should gather some of these good examples for public presentations.
- Smith:** The City's role will be based on the neighborhood plans. The RTA and the FTA encourage local jurisdictions to lead. The City will provide station area planning services such as site specific guidelines, interim controls, and partnership building. The City will develop a request for proposals in which the team will provide analysis services. We will study international models and develop design guidelines. It is unclear now how much outside help will be needed.
- Dubrow:** That is very heartening. You should then bring something to the community.
- Snyder:** The RTA is probing the country to find systems that are working well.
- Dubrow:** In your PR campaign you need to educate the public on the alternatives.
- Cronander:** Perhaps a slide show of national examples. We do need to get the image out to the people.
- Swift:** Transit is not my bag, so I can look at this as an average citizen. I feel there is an overload of information to understand. Is there a central thread? The public needs to know why it is important to get involved now.
- Dubrow:** You need to get the basic information out to the public, like the looks of the light rail system. You define things that planners know, but not the public. Bring back the intensely graphic communicators. Answer the questions of why the public should get involved now.
- Swift:** I am reminded of the Christmas Advent calendars that had tiny pictures behind little window flaps. If you could take the maps to a higher visual level, it would be more useful to the public. They want to see what it will look like and where it will go.
- Dubrow:** The use of plans will keep the focus on the locational issues, while photos will open up further questions and develop better discussion.
- Wagoner:** In Portland they set the new transit cars out in the communities to give the citizens an idea of what it would look like.
- Dubrow:** Vivid displays are necessary.
- Shefrin:** What is occurring in regards to station area development tracking?
- Smith:** DCLU will be involved. We are proactive in transit area development. We are trying to figure out how to preclude wrong development now to insure good transit areas later. As soon as the preferred alternatives are approved we can implement interim

guidelines.

Dubrow: Are there discussions about the City purchasing land around the stations?

Smith: The City is limited, but the Community Development Corporation can purchase land. The RTA can't acquire property without preferred alternative discussion.

Dubrow: Do you have a consultant or possibly a staff position that can produce ongoing information of comparative examples?

Wagoner: The land use staff is probably not really that involved. You should invest in staff education through an internal education process. The land use staff needs to be addressed with similar information as you put out to the community.

Foley: I think the situation is about RTA moving people throughout the region. Metro is not currently a body to address issues within the city, but rather the region.

Smith: The Regional Transit Committee is advisory to King County Metro. Seattle needs to get control of city transit. The monorail initiative sends that message to elected officials. For example, the new bus route 98 serving the ferry system through downtown was decided without City involvement.

Swift: What is the role for the Commission, and other commissions?

Smith: The Planning Commission asked the same question. They are helping facilitate field trips, workshops, and etc. Both Commissions could assist through scoping involvement and community involvement.

Cronander: Another role is creative suggestions, brainstorming sessions, ideas that help us reach the public. It is tough for the public to go back and forth between plan concepts and details.

Swift: Other boards are involved directly with Sound Transit. Another possible role for this Commission would be influencing decision makers in the City. Let us know where you do want to be involved.

Dubrow: Is there room for the Commission to be involved in the consultant selection process?

Wagoner: The Commission can participate in consultant selection wherever city money is. It could be required that system alignment be reviewed by the Commission. The surrounding areas of station development would be subject to Design Review. The Planning Commission should not have duplicate roles as the Design Commission.

Hansmire: I would like to see community input on the development of the guidelines. The communities should tell the City what to do. If the community helps develop the guidelines, then they will have more power and influence in the outcome.

Dubrow: The Design Commission could be a reality check to keep consultants in check on what the community wants.

Hansmire: The community needs a champion.

Batra: The concept of diversity is widely prevalent in Seattle. This project could greatly encourage the expression of community heritage and culture.

Smith: Holly Park is an example of the use of cultural history.

Wagoner: It is logical for neighborhood planning efforts to concentrate on developing histories of communities.

Hansmire: That theme makes sense since most communities emerged around transit hubs.

Action: **Briefing only, no action required. The Commission appreciates the thorough presentation and recommends that further community involvement be concentrated on visual presentations of various alternatives, and that individual community histories might be a theme for community interaction and artistic development.**

112097.3 Project: **Commission Business**

Action Items

A. MINUTES OF NOVEMBER 6, 1997: Approved as amended.

Discussion Items

B. South Downtown: Wagoner reported.

C. King Street Improvements Consultant Selection: Wagoner reported.

D. Marion Street Pedestrian Bridge Consultant Selection: Sundberg to be on selection committee

E. North Service Center Remodel:

F. Northgate's New Street: A Design Workshop

G. Signage Ordinance: Staff reported

H. Westlake Union Corridor: Swift reported.

112097.4 Project: **Street Vacation**
 Phase: Briefing
 Presenters: Beverly Barnett, Seattle Transportation
 Time: (N/C)

There are three major criteria for analyzing street vacation requests.

- The first criteria refers to the public trust. Public circulation, access, open space, light, view, and air are all factors to be considered.
- The second criteria refers to Land Use impacts. These can be assessed in terms of a structure's contribution to scale and massing. This can be also be used as a leverage tactic.
- The third and primary criteria refers to the Public Benefit of a project. Long-term benefit to the public and the economic benefit are further considerations.

The Washington State Convention and Trade Center project is of an unprecedented scale in terms of aerial vacations. It is therefore a difficult plan to analyze since there is no clear example to draw from. In this case we need to evaluate the entire package.

Discussion:

Dubrow: I am just curious what kinds of amenities strike you as appropriate to the scale of this project.

Barnett: In terms of the project as a destination I don't see it as a place for a member of the public to linger and be. It is a very small scale of space to mitigate the project. There is currently no requirement to get equal amenities to vacations. The project seems too concentrated on Pike Street. I am concerned about the other facades.

Dubrow: What are the possibilities for transferring mitigation to other surrounding blocks?

Barnett: It is possible. The office tower could mitigate the open space requirement elsewhere. The Convention Center could extend the sidewalks along Pike Street add improvements on the First Hill side of the project.

Swift: Given the issues of undesignated tenants in portions of this project, the facades are really important.

Wagoner: Today's meeting with the Convention Center will show the development of those parts of the project. They are looking for the Commission to give specific direction on these pieces.

Barnett: Improvements beyond what the code requires will be what to look at.

Dubrow: Do you have a sense of the economic value of these vacations?

Barnett: Not really. I don't know what the property values are for that area and it would be hard to assess the economic benefit to the public.

Swift: The galleria cover over Pike Street is proposed as the majority of their mitigation.

Barnett: I understood that to be mitigation for the visual street obstruction. I am struggling with whether I see enough or not. The Design Commission is a good evaluation for what is adequate mitigation.

Wagoner: What about conditioning pieces to have continued evaluation. This project needs to have ongoing involvement with the Commission.

Dubrow: There are risks in giving the go ahead on a project this large.

Barnett: There is never a guarantee that requirements will ultimately be followed in a project of this magnitude, unforeseen events can greatly alter the outcome.

Dubrow: If it is not successful, is there a condition that could change the aerial vacation status to skybridge status?

Barnett: Not once the vacation is granted.

Dubrow: What about a skybridge permit that converts to an aerial vacation base on the project adequately meeting the established conditions?

Barnett: The City Council might not want to mess with the political and budgetary issues involved in that type of process.

Dubrow: Then accountability is the key issue.

Wagoner: There is the potential to use the Department of Construction and Land Use through permitting processes to regulate what gets built.

Sundberg: I don't think you could manage that high of a level of regulation. Inspectors can't manage that scale of project regulation during construction.

Foley: I still think that the public space itself is more important than material finishes.

Wagoner: It is a public building. The lobbies and entrances are more open to the public when the contents spill out extending the interior.

Swift: Since the redesign, the building has a better sense of being a public building.

Action: Briefing only, no action required. The Commission greatly appreciates the presentation.

112097.5	Project:	WSCTC Expansion
	Phase:	Design Development
	Presenters:	Chuck Hartung, Convention Center Chris Eseman, LMN Architects Gerry Gerron, G2 Architecture Mark Hinshaw, LMN Architects
	Attendees:	Beverly Barnett, Seattle Transportation Ted Caloger, G2 Architecture Ryan Durkan, Hillis, Clark Thanasorn Kamolratanayothin, U.W. Student Matt Lampe, Executive Services Department Phyllis Lamphere, WSCTC George Loschky, LMN Architects Vince Lyons, Department of Construction and Land Use Robben Mayer, LMN Architects Clint Pehrson, Allied Arts of Seattle Kusumarn Pipatkulsawat, U.W Student Michael Scott, Callison Architecture David Thyer, R.C. Hedreen Company Sivichai Udomvoranun, U.W. Student Linda Willanger, WSCTC
	Time:	2.5 hrs. (hourly)

Seventh and Pike Corner on the North side

This redesign primary deals with the extended column and its relationship to the building corner. The design team has added other columns to the building facade and glazing with horizontal mullions that wrap around the column. The result is an integration of the column with the building. There is also a curving canopy that wraps around the corner over the proposed ticket window for the tenant. The tenant has agreed to sell tickets at the corner and to have display windows along Pike Street leading to the entrance under the galleria bridge. This configuration obligates users to go up Pike Street.

Streetscape

The redesigned facade is peeled back to create a kind of forecourt to the Convention Center entrance. Elements in the streetscape include decorative paving, street trees (Honey Locusts), decorative tree grates and guards, 15 three globe street lights with Chief Seattle bases, 24 to 30 decorative bollards (possibly lighted), and low scale plantings. The grates, guards, bollards, and possibly other elements will be developed in conjunction with the artist made building parts program. The streetscape is concentrated on a one block segment that is divided into three zones. These zones are organized by the linear street geometry, the perpendicular geometry of the structural bays, and a paving curve that echoes the facade. An artist depiction of historically significant events marks the entire facade connecting the existing entrance with the new one. The sidewalks along Pike Street have been widened by removing the existing parking spaces. In an effort to address the ground plane in the Eighth avenue tunnel, the design team proposed vertical planters at the 30 foot structural bay spacing.

Lighting on Pike Street

The roof lighting will accent each rib of the galleria cover at the spring point and washing up the curve of the arch. The structure of the galleria cover will also be back lit by the interior lighting of the Convention Center. There will also be light on the splayed elements supporting the cover. The

pedestrian zone will have a higher level of lighting with the street lights, entry and exit lights, and possibly bollard lighting. The bridge ceiling will have down-lights to the sidewalks and a curving coffered ceiling with up-lighting. The truck bridge ceiling will be more structural with a filigree of steel and up-lighting.

Northeast Block

This block will have marching pilasters along Pike Street that wraps around the corner of Ninth Avenue for one bay. It will also have concentrated frontage on Pike Street. Along Ninth Avenue the materials are compressed to the street level. Street trees will be added with retail spaces at the street level. The upper portions of the facade create a field for future development and are metal clad.

Museum

There is a potential that the Museum of History and Industry (MOHAI) would occupy the second and third floors over half of the northeast block. The entry lobby would be in the shape of an ellipse with escalators to the second floor. There is the possibility of hanging a Boeing B-1 from the ceiling in this space as an entry art piece. The second floor will have an education wing and support spaces. The third floor will be the primary exhibition area. This area is organized around the supporting structure for the Convention Center space above with two major galleries in the center and smaller galleries at the edges.

Eighth Avenue

The possibilities for plants in this area are limited by the lack of direct sunlight. The design team has attempted to maintain the streetscape continuity throughout the tunnel even without street trees. The primary elements are:

- The ceiling: curved with ribs at the 30 foot structural module
 cove lights wash the ceiling creating a light curve with darker beams
- The walls: stucco panels
 wall washer lights shining down
 up lights onto ceiling above canopy
 overhead cables for metro buses hang from cables attached to the walls
- The Pedestrian zone: lower 12 feet of facade
 retail band with a canopy
 down lights under canopy
 wall sconces

The west side of the tunnel has images either displayed or projected across the street. They constitute a visual zone above the retail level. The actual content and form of these images is not yet determined. The possibilities range from painted images and art displays to video broadcast and projected images.

The corner of Pine Street and Eighth Avenue has the same split facade design with the Pine Street facade being separated by a vertical ventilation grate system from the Eighth Avenue facade. The walls have been developed with a faint checkerboard pattern of frosted glass diamonds back-lit at night on the garage levels, a coping strip above the pedestrian zone, three display windows along Eighth Avenue, and three street trees between the corner and the tunnel along Eighth.

General Questions and Comments:

Lamphere: I am proud of the progress in this project and in the development of art given the low budget. I am committed to creating a dynamic total environment.

Pehrson: The fundamental problem with the location of this project is the pedestrian scale. An

urban center is not compatible with the proposed building type. Big boxes with little perimeter activity inherently lack pedestrian scale. The design still has vast blank walls. The retail spaces help, but above them are still blank walls that lack any life. I also suggest that it is not the role of art in a project to fix the fundamental architectural wrongs. Regarding the visual images inside the tunnel, tourist propaganda is not appropriate because the streets belong to the citizens of Seattle not to tourists.

Commission Questions and Comments

- Foley:** What is along the north side of Pike Street under the galleria besides the ticket window at the west end?
- Gerron:** It will be 30 foot glass bays with either displays of club memorabilia or views into the club. Some exhibit exits will also be required.
- Foley:** So there are no other tenants along that side?
- Gerron:** No, just Billboard.
- Foley:** It was my assumption earlier that there would be activities, like retail shops or newsstands etc., along that facade to draw people in under the galleria. I hadn't realized it was only one owner with basically no in/out potential between the ticket window and the club entrance.
- Sundberg:** The animation ideas on Eighth Avenue are not totally in place yet, but I commend the design team for dealing with the blank facades. There are genuine attraction ideas presented.
- Dubrow:** As a result of the last discussion I see a well enhanced corner at Seventh and Pike. I am still concerned with the other facades and the level of artist involvement. The public open space could be more creative and may be overly structured right now. I think that artist involvement at an early stage could help develop an overall concept for the treatment of the open space. I am concerned with seeing the video projections as billboards private corporations. These facade bays could also be temporary visual arts displays spaces.
- Lamphere:** These are currently temporary facades. This space has great potential once occupied. I would try to enliven the facade without using art money on the temporary spaces. The public art budget should be protected for permanent spaces.
- Dubrow:** I am concerned with using artists only as artisans applying things to the box rather than being integrated with the box. Artists should be brought in now so that they can influence the form and texture as well as the surface.
- Lamphere:** We are committed to doing that
- Swift:** What is the schedule for bringing an artist on board? The project is now in the design development phase.
- Hartung:** The design team has identified the artist elements. A crew of artists will be selected immediately for interview.
- Lamphere:** They will have input on the facade.
- Hinshaw:** We have two artist lists, crafters and conceptual artists, and plan to draw from each.
- Wagoner:** There is quite a pool of local artists to draw from. The tunnel facade is really a blank slate for artists doing video work or even changing exhibits.
- Sundberg:** I think that the tunnel space can be animated and lively without a lot of art. It is an interesting departure area. It can be a little glitzier with a snappy, changeable motif similar to Times Square.
- Hansmire:** I agree. I am concerned that the arts element has been watered down by too small of elements spread about. The project needs one big statement or concept or element that

grabs the public.

Dubrow: These are difficult issues that deal with what are the public amenities for the vacations. Still more is called for to give large vacation space.

Lamphere: That requires sorting out what is required by code and what is really public benefit.

Lampe: The City is on record as saying that this project has public benefits. Items in the project that are not required include the galleria cover, the curved building facade at the Convention Center entry, and a higher level of treatment on streetscape elements. The Convention Center has also set a new standard in dealing with low-income housing. In terms of the overall commitments, it is inappropriate to treat the developers as if they are getting great benefits since the City of Seattle invited them in. In terms of the smaller commitments, they are doing more than is required. This project must be considered in the context of the past few years.

Dubrow: What constitutes public benefit is still hard to analyze.

Barnett: The historical context is important. The City Council is not predetermined on this issue. My job and the Council's job is to treat this project just like any other project, without special treatment.

Pehrson: The Design Commission has expressed some concerns with the design team about the galleria being a public amenity. The galleria is actually a further exacerbation of the problem by taking away air rights. Was a thorough investigation done on the possible use of truck lifts to allow removal of the truck bridge?

Eseman: That possibility was carefully studied in the pre-design phase. The issue is that the volume of trucks needing access would necessitate many elevators.

Swift: Public benefit is the major issue. The Design Commission needs to clearly understand where the project is now, realizing that it has to proceed. How real is the MOHAI involvement? What is the time frame and percentage of likelihood it will be a tenant? The addition of MOHAI vastly changes the publicness of the space.

Hartung: Negotiations have been approved to begin. There is a basic agreement, although we can't guarantee anything until the contracts are signed.

Christison: We are beginning serious conversations that are getting more specific than in the past and it is a strong possibility. We think that the addition of MOHAI provides lost of public uses. It is a public building where 70 percent of the users are locals.

Swift: My personal feeling is that the museum belongs to me more than the Convention Center. It seems to have more of a sense of public access.

Christison: People get a sense that the Convention Center is not a public place although we are a public institution providing public activities and uses.

Dubrow: The scale and massiveness of the existing Convention Center don't communicate its public uses.

Swift: Are the materials on the Ninth Avenue wall still metal or are they stucco?

Hartung: It is retail on the ground floor for about two thirds of the block. The second and third floors are temporary and could be sold to MOHAI. The facade has similar issues as the Eighth Avenue facade.

Swift: Eighth Avenue is exciting. I urge you to make it a unique street. The visual wall could show more about the region than commercial aspects. Perhaps the sidewalks elements could more clearly break the tunnel space into three zones. This would make the sidewalk zone more vertical rather than just a part of the larger, horizontal tunnel space.

Batra: The video projection idea is interesting but should be very public. The plantings on Eighth Avenue are a start, but are not sufficient at 30 feet apart to protect the sidewalk.

Swift: I would like the Commission to identify aspects of the project under three categories;

resolved at the design development level, good direction but needs more attention, and concerned.

Dubrow: The Commission asked the Convention Center to develop a strong image and public identity. They have been successful to date.

Foley: The north side of Pike Street should be more lively with in and out functions. The MOHAI partnership is very exciting. It would be an ideal public partner.

Dubrow: I also think it is an enhancing use. I question the clustering of the program on the third floor and would like to hear the reasoning behind that decision.

Sundberg: The exhibit space is a black box. Museums like that. It also puts public uses down on the street level.

Eseman: We have tried to put some public uses at grade with vertical activity in the glass lobby.

Darwish: I like the varying possibilities of the projection wall.

Foley: I like the massing of the Hedreen block. It is a large massy building, but has been well scaled down.

Batra: Cultural diversity could be reflected in the art of the streetscape. Visitors could get a sense of what Seattle is about.

Sundberg: I want this project to have a good set of bones so that it is not relying on decorative treatments. Artist made building parts don't solve architectural problems. I have to commend the design team for developing a structure that has rich potential.

Swift: I am interested in seeing the nature of the walls up close. I also want to be confident of the pedestrian scale.

Dubrow: The urban design of the street environment needs a strong guiding structure. I would like more whimsy in the streetscape treatments as well as a major amenity somewhere. I am looking for something that makes me linger in the space. Engaging an artist in the urban design process is the best way to develop a strong streetscape. I am looking for an enhanced environment. I see all the parts but nothing singularly significant.

Foley: It would be nice if this was a place to be. It now seems concentrated on moving through the space. It could be a wonderful public place to be.

Dubrow: How many could fill the outside space?

Hinshaw: About 50 to 60 people at the tables.

Lyons: What is the largest occupant load of people exiting the Convention Center

Hartung: It is about 8,000 to 10,000 at peak times.

Christison: It is important to recognize the patterns of movement at the Convention Center. It will be an attractive space for people to stop and mingle. It will have large groups of people during events.

Dubrow: I think you have provided adequate space to accommodate those volumes.

Lyons: The large interior lobby space is also open and creates a seamless open space between the inside and the outside.

Hinshaw: It will be a congregation space with moving people and sitting people. The interior and exterior spaces are also linked with a radial paving pattern.

Swift: There isn't major opportunity for plaza open spaces on site. Has the option for a scramble light at the Seventh and Pike intersection been pursued?

Lampe: We have talked with the Transportation Department and can't see it happening. The two direction traffic requires the timing pattern of a standard light.

Action: The Commission greatly appreciates the thorough presentation. Action is postponed until after the special session on December 1st where the Commissioners will have more time to discuss the issues involved in recommending conceptual approval of the street and alley vacations.